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wait some rainy day to come down so as not to lose a day's work in the yard. Unless they happened to find some farm team coming down, they walked in to Gloucester and walked back their day being before the advent of the auto or trolley car.

The methods of doing business at that time were practically favorable to the man of small means. The custom of having a vessel built, and paying one-quarter down, and the balance in three annual payments was then in vogue, and in this way, it did not require a large capital to build quite a considerable fleet.

I recall going to Essex to purchase a vessel after Capt. Joseph Rowe and myself went into business; we found a vessel nearly already built, and Luke Burnham, the builder, agreed to sell her to us \$60 a ton, for 95 tons, with the customary payments, one-quarter down and the balance in annual installments, which was satisfactory. A little later on, we contracted for two more vessels with Aaron Burnham, and for another with Willard Burnham, at \$65 per ton.

Business Methods Enabled Small Concerns to Start in Business.

The vessel we purchased from Luke Burnham was soon ready, and brought around. We sent for Mr. Burnham who came down, and when he delivered the papers we gave him a check in full for the amount. The vessel measured several tons more than what we agreed for. I can almost see him now, "What's this?" he said, and when we told him that it was a check in full, he threw it down, "I won't take it," he said, "it isn't according to agreement" (which was to have been one-quarter down), "and besides you are only paying me \$60 per ton for 95 tons and the vessel measured several tons more, and now you are paying me the whole which wasn't agreed."

As we were a new firm, this made us feel pretty good, that our notes were better than our cash. When we explained the matter to him, he told us that by having payments come annually, he could arrange his affairs accordingly, and as the banking facilities were not as now, without doubt this method was more suitable to them.

There is no doubt that these builders, with the methods of doing business, assisted greatly in building up the fishing industry, enabling many small concerns to start in business.

Decline of the Mackerel Fishery Begun in the Seventies.

While the sixties were our most prosperous days, the early seventies saw some profitable years, and some individual years since have been very satisfactory, but it is quite safe to say that the decline began with the advent of the seventies, for it was 1870 that the greatest number of firms and vessels were recorded, and since then a gradual decline has been the rule.

Compared with the number of crafts engaged in the industry in 1868 and 1869, the present number of vessels sailing from Gloucester and Rockport (123) seems very small indeed. In addition to this number might be added 15 vessels which are owned in Boston though sailing from Gloucester.

Of the 53 firms engaged in the business in the sixties, only two are left, or with representatives engaging in the industry at the present time, John Pew & Son and Cunningham & Thompson; of the other 51 concerns none left any successors in the business.

Producers Becoming Shippers an Injury to the Business.

The purse-seine may be blamed for a large share of the decline of the fishing industry, but one great factor which has entered into the business, resulting in great injury, is the producers of fish becoming shippers, as well.

This has had a tendency to squeeze out the smaller firms and the producer who was not also a shipper, continually got the small price for his fish. The shipper who was also a producer would use his own fish when it was to his advantage to do so, but on a rising market, he would buy of a producer, saving his own supply for higher prices, and in this way, the producer was always getting the lower prices, while the shipper obtained the maximum.

It would have been of much benefit to the city in general had the producers and shippers been two separate and distinct businesses.

There are other causes too, why we do not enjoy our former prosperity, but I think that the above reasons are the main ones.

The beam-trawler is another menace to the fisheries, and the fishing grounds will soon show a result of the operations of the new style of fishery.

SYLVANUS SMITH.

Portland Fishing News.

There was a large number of arrivals in port Monday afternoon with mixed fish. All of the schooners had good sized fares. The Katie L. Palmer, and the Edmund Black, after spending some little time on the banks came in with fares of 15,000 and 10,000 respectively, while the sloops Rough Rider, Martha McLean, and Bernie and Bessie had fares of about 8000 each. The Dorcas brought in the banner catch of the day, having about 20,000 pounds of mixed fish packed away in her holds. The steamers Nashawena and Herald brought in about 2500 pounds apiece.

The Marion Turner arrived in port Monday afternoon with another trip of pollock, the largest fare of this kind of fish landed here this season. She had about 25,000 pounds and her fare was divided between the Portland Fresh Fish Company and the J. W. Trefethen Company.

The steamer Pet arrived in port after an unsuccessful cruise in search of herring. She is the second of the herring fishing craft to arrive, the steamer Elthier coming in Sunday with the first fare brought in, consisting of about 70 barrels. Herring have been reported as running in large numbers off Monhegan and that was where the steamer Pet made her endeavors to land some, but was unsuccessful. More arrivals are expected almost any day.

The schooners Albert D. Willard and Katie L. Palmer have tied up, fitting up for the sword fishing season. The Willard has been repaired for about a week and is now almost ready to start on her cruise. She has been repainted and extensively repaired. Work on the Palmer commenced Monday afternoon.

Newfoundland Banker Has Engine.

Last week all the Newfoundland western fleet of bankers which had been held up owing to the scarcity of herring have baited and sailed for the banks. The Metamora, Capt. Lewis, baited and sailed on the 3d inst. This is the first of the banking fleet to have an auxiliary engine, the advantages of which will be watched with interest by other vessel owners.

A large number of fishing vessels from the north and west which have been delayed by the ice are now arriving daily for supplies.

Rose Blanche Report.

From R. Ferneaux, May 2d (Rose Blanche to Petites)—The total catch is 10,100 quintals of codfish and for last week 120. Thirty dories and skiffs with four boats, are fishing, but no bankers or schooners from the grounds have yet arrived. Prospects are fair but there is no bait. The weather this week was fine with strong north-easterly winds, but not much fish was caught owing to the off-shore breezes and scarcity of bait. All the Gulf fishing fleet have sailed.

Bait and Ice Report.

Queensport, May 16—Herring fairly plentiful today, no ice.

Amherst Harbor, May 16—Herring at Amherst, Etang du Nord, Grindstone and House Harbor; none at Grand Entry.

Souris, May 16—Herring scarce, barely meeting local requirements.

PENSACOLA HAD GOOD FISH WE

Over a quarter of a million of red snapper and grouper landed here during the ending 17 by a dozen vessels of the and Warren companies. The binned catches of red snapper 173,410 pounds, while the snapper weighed out 92,710 pounds. The total weight of the fares was 173,410 pounds. Of the 12 vessels that port from the Campeche banks, hauled to the Warren Fish Co., balance to E. E. Saunders & Co. red snappers the total catch of Warren boats was 10,915 pounds against 62,495 pounds on the boats of the Saunders fleet. The named had the largest quantity of groupers, the four boats landing 640 pounds, against 32,070 pounds the Warren Fish Co.

The largest fare of red snapper made by a craft of the Warren and consisted of 26,005 pounds brought in by the Ariola. The catch of red snappers for the Saunders Co. was 20,175 pounds. Nettie Franklin. The smallest of red snappers to the Saunders Co. 3060 pounds, taken by the smallest aller. The smallest fare to the

ren was brought in by the and weighed out 4655 pounds.

If the Warren Fish Co. had credit for the largest catch of snapper, E. E. Saunders & Co. the biggest fare of groupers, certainly was a big one, weighing 38,820 pounds. It was brought in the Nettie Franklin. The smallest fare of groupers to the Saunders was 2000 pounds, brought in Cavalier. The biggest trip of groupers to the Warren Fish Co. was 10,000 pounds, taken by the Caldwell H. and the smallest 525 pounds, taken in by the smack Ariola.

The trips of the various were:

Warren Fish Co.—Mary L. 18,420 lbs. red snapper, 5770 lbs. grouper; Ariola, 26,005 lbs. red snapper, 525 lbs. grouper; Emma Jean, 970 lbs. red snapper, 6680 lbs. snapper; Halcyon, 12,000 lbs. red snapper, 2965 lbs. grouper; Caldwell H. 19,575 lbs. red snapper, 12,400 lbs. grouper; Culebra, 15,200 lbs. snapper, 5705 lbs. grouper; Gal, 4655 lbs. red snapper, 1000 lbs. grouper.

E. E. Saunders & Co.—Priscilla 085 lbs. red snapper, 6555 lbs. snapper; Clara R. Harwood, 17,275 lbs. snapper, 9265 lbs. grouper; 7000 lbs. red snapper, 4000 lbs. snapper; Nettie Franklin, 20,135 lbs. snapper, 2000 lbs. grouper.

Quite heavy catches of snapper and mackerel are arriving here and from East Pass and from Pensacola Bay.

Capt. Gustavus Hansen, one of the most successful of Pensacola's per fishermen, was operated last week. He is now at his home, 706 West Main street, and is expected to be improving.

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STEAMER GOES TO AID CRAFTS

Canadian Government Will Help Vessels in Ice in the Straits.

The Government steamer Minto has been ordered from Charlottetown, P. E. I., to the assistance of over 100 fishing schooners, whose passage through the Strait of Canso has been blocked by heavy drift ice, says a Halifax dispatch of Monday. The schooners are bound north for bait.

On Friday C. H. Harvey, Marine and Fisheries Agent at Halifax, received a request from the people of Lunenburg to send assistance to these schooners, the majority of which hail from that port. Unfortunately, Mr. Harvey had no suitable steamer at hand. He was unable to send the Stanley, but as the Minto was at Charlottetown, he wired to Ottawa, suggesting that she be despatched to the assistance of the fisherman.

Saturday Mr. Harvey was notified by the Department at Ottawa that the Minto had been ordered to proceed to the Strait and would tow the schooners through from Port Hawkesbury.

Reports from Canso say that the drift ice is flowing heavily southward through the strait.

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ONE TRIP HERE FROM BROWN'S

Two Fares Down From Boston for the Splitters—Few Pollock In.

Three fresh fish arrivals here this morning sold to the splitters. They were schs. Mary F. Sears from Brown's with 70,000 pounds; Pontiac from Boston, 35,000 pounds; Aspinet, 40,000 pounds. The pollock seiners took a few fish yesterday and some herring. This morning steamer Unknown brought 2000 pounds fresh pollock and the Anna T., 20 barrels fresh herring.

Today's Arrivals and Receipts. The arrivals and receipts in details are:

Sch. Mary F. Sears, Brown's bank, 70,000 lbs. fresh fish.
Sch. Pontiac, via Boston, 35,000 lbs. fresh fish.
Sch. Aspinet, via Boston, 40,000 lbs. fresh fish.
Str. Nora B. Robinson, seining, 4500 lbs. fresh pollock.
Str. Advance, seining, 2000 lbs. fresh pollock, 40 bbls. fresh herring.
Str. Medomak, gill netting, 3000 lbs. fresh fish.
Str. Dolphin, gill netting, 3000 lbs. fresh fish.
Italian boats, shore, 10,000 lbs. fresh fish.
Sch. Lott's G. Merchant, south seining.
Str. Unknown, seining, 3000 lbs. fresh pollock.
Str. Anna T., seining, 20 bbls. fresh herring.

Vessels Sailed.
Sch. Bessie M. Dugan, Cape Shore seining.
Str. Thelma, Cape Shore seining.
Str. Mary F. Ruth, Cape Shore seining, and returned.
Sch. Esperanto, Cape Shore seining.
Sch. Mary T. Fallon, Cape Shore seining.
Sch. Constellation, Cape Shore seining.
Sch. Rob. Roy, Cape Shore seining.
Sch. Alpha, Cape Shore seining.
Sch. Benjamin A. Smith, Cape Shore seining.
Sch. Arthur James, Cape Shore seining.
Sch. Norma, Cape Shore seining.
Sch. Victor, Cape Shore seining.
Sch. Essex, Ingonish, C. B.
Sch. Mary E. Sennett, haddocking.
Sch. Actor, haddocking.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, per cwt.; medium, \$4; snappers, \$3.
Eastern halibut codfish, large, \$5; medium, \$4.50.
Georges halibut, codfish, large, \$5.50; medium, \$4.50.
Cusk, large, \$2.50; mediums, \$2; snappers \$1.50.
Haddock, \$2.00.
Hake, \$1.75.
Pollock, \$1.75.

Fresh Fish.

Splitting prices:
Haddock, \$1.10 per cwt.
Western cod, large, \$2.40; medium, \$2; snappers, 75c.
All codfish, not gilled, 10c per 100 pounds less than above.
Hake, \$1.25.
Cusk, large, \$1.75 medium, \$1.25; snappers, 50c.
Pollock, round, \$1; split, \$1.10.
Fresh halibut, 11½c lb. for white, and 9½c lb. for gray.

Large shore herring, \$3 per bbl.
Fresh mackerel, 11c per lb.

Returned Because of Engine Trouble. Steamer Mary F. Ruth which left for a Cape Shore seining trip returned this noon on account of some trouble with her engine.

Has Donkey Hoister.

Sch. Arthur James has had a donkey hoister installed.

SMALL FLEET AT NEW FISH PIER

Dealers Report Trade Still Remains Dull—Prices Are Down.

Boston wholesalers reported trade very dull this morning and fish stocks sold slow. There was but a small fleet in, six fares in all, three of which were from off shore.

The beam trawler Crest had 27,000 pounds and schs. Louisa R. Sylvia, 47,000 pounds and Adeline 62,000 pounds. Wholesale quotations were \$2 to \$2.50 a hundred for haddock, \$2.75 for large and \$1.60 for market cod, \$1 for pollock and 12 cents a pound for halibut.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Crest, 27,000 haddock, 800 cod.
Sch. W. M. Goodspeed, 5000 haddock, 2700 cod.
Sch. Waltham, 18,000 haddock, 4000 cod, 3000 pollock.
Sch. Washakie, 10,000 haddock, 14,000 cod, 1500 pollock.
Sch. Louisa R. Sylvia, 32,000 haddock, 13,000 cod, 2000 pollock.
Sch. Adeline, 2000 haddock, 40,000 cod, 10,000 hake, 10,000 cusk, 200 halibut.

Haddock, \$2 to \$2.50 per cwt.; large cod, \$2.75; market cod, \$1.60; pollock, \$1; halibut, 12 cents for white and gray.

Halibut at Portland.

Sch. Claudia, Capt. Andrew Gouvereau, is in Portland this morning with 8,000 pounds of Georges halibut. The Claudia left here May 4.

Having a Spring Cleaning.

Sch. Aspinet is taking off her dories and will be cleaned before fitting out again.

OPPOSITION TO FISH AT T WHARF

Head of Boston Port Directors Sets Face Against Project—Board of Health Member Says Rats There Menace Public Health.

The news that T wharf may become an opposition fresh fish market to the new pier at South Boston is disturbing not only the dealers who have invested heavily at the new headquarters, but the Boston health authorities as well. The new T wharf company while not formed to engage in the fish business, is not adverse to renting the old stores to any one wishing to engage in the fish business.

They have been put in first class shape, and the directors of the concern say that everything will be sanitary and fully up to the health inspection laws.

For several years the old T wharf fish market was a sore spot with the Boston health authorities and the dealers were permitted to do business there solely because there was no place else for them to go. The constant agitation for better sanitary conditions and a feeling by the T wharf dealers that they had better move out before they were driven out, helped the dealers to decide on the South Boston wharf.

Board of Health May Not Allow It.

It is reported that the Board of Health was considering a regulation that would prohibit wholesale fish, lobster and oyster houses on the harbor front between the Charlestown and Northern avenue bridges. Mayor Curley is said to approve of this regulation as are several other interested officials.

"One of the worst features of the T wharf and adjacent buildings is the difficulty, if not impossibility, of making them rat proof," said a member of the Board of Health the other day. "As rats are the hosts for the bubonic plague, and carriers of other diseases, they are a terrible menace to health. We are in constant fear that a bubonic rat will get ashore in Boston and infect the

wharf rats on Atlantic avenue. In that case it would be a grave danger to have fish houses on T wharf, or anywhere else where the buildings are not rat proof."

The officials of the New England Fish Exchange and the dealers on the South Boston wharf say that if they opposed the T wharf project the cry of "Fish Trust" would be raised.

Francis C. Welch, one of the incorporators of the new project and one of the trustees of the T wharf Land Trust, which owns the wharf, refuses to discuss the matter.

Gen. Bancroft Against It.

Gen. Hugh Bancroft, chairman of the Boston Port Directors, came out flat-footed yesterday against T wharf continuing to do a fish business at the old stand.

He was asked what he thought about the plan of some of the fish wholesalers to re-open business at T wharf, now that the new Fish pier has been established on the South Boston waterfront. He said:

"It would be extremely unwise to re-establish a fish market on T wharf. For 20 years it has been acknowledged that T wharf was an unfit place for a fish market on account of its congested condition and its unsanitary features."

"Now that a proper place for a fish market has been provided at enormous expense, it seems to me that the fish business should be concentrated there as far as practicable."

The chairman was asked if he approved the suggestion of the Boston Board of Health that all wholesale fish business be prohibited along the Boston waterfront between Charlestown and Northern avenue bridges, which would restrict the city waterfront.

"There is much to be commended in this proposition," he said, "and certainly T wharf is an unfit place for a fish market. Besides, it might be extremely useful as a steamship terminal."

MACKEREL SCHOOL WEST OF THE CAPE

Report Sent Here From Reliable Liverpool, N. S. Source—Netters Have Big Fares at New York—Lone Scomber Scombrus In Harbor Trap.

Liverpool, N. S., despatches report mackerel schooling to the westward of Cape Sable. Some of the best netting fares for several seasons were landed at New York this morning, 13 crafts being in with a total of 33,300 and fish.

The receipts are the largest of the season from the netters, the Motor having the best haul at 5500 fish. The Hockomock has 4400 fish, while three others have 3000 and over.

Netting Arrivals.

The arrivals and fares in detail are as follows:

Hester, 3100 fresh mackerel.
Diana, 600 fresh mackerel.
E. H. Sneed 1500 fresh mackerel.
Florida, 2200 fresh mackerel.
Marian, 3800 fresh mackerel.
L. C. Totman, 2000 fresh mackerel.
Hockomock, 4400 fresh mackerel.
Motor, 5500 fresh mackerel.
Olga, 1200 fresh mackerel.
Charlotte, 3000 fresh mackerel.
Bella, 2100 fresh mackerel.
Priscilla, 1800 fresh mackerel.
W. H. Reed, 2100 fresh mackerel.

Report Mackerel Schooling.

A dispatch to the Times last evening from D. C. Mulhall of Liverpool, N. S., states that incoming vessels re-

port mackerel schooling to the westward of Cape Sable. Large bodies of herring are also reported schooling off shore quite plentiful in Liverpool harbor and if the run continues, the fishermen will get out their nets to catch them for bait purposes.

Lone Mackerel Taken in the Harbor.

Joseph Douglass' harbor trap took the first mackerel of the season last week, which is the earliest that mackerel have been taken in local waters for several years.

The trap is located off Cunner ledges and Mr. Mackerel, who seemed to have strayed out of his element, was taken among some herring.

The mackerel was of medium size and the trap owner took it home for his own use.

MUCH ICE ON THE FISHING GROUND

Unseasonable ice conditions were reported by Commander C. F. Johnston of the United States revenue cutter Seneca which came in at Halifax Monday from ice patrol duty with the last four survivors of the freight steamer Columbian.

Many bergs were reported all along the easterly margin of the Grand Banks and unusually large fields of ice were reported northeast of the Banks extending to latitude 49.15 and as far west as longitude 50.30.

The Labrador current has been very strong this season according to Commander Johnston, and the Gulf Stream has been weak. As a result the cold water has extended 75 miles south of the normal line for this time of year, carrying icebergs far to the south. One berg was reported to the Seneca as far south as 41.47, but the cutter, upon investigating, found the water in the vicinity warm and no ice in sight.

For the past few weeks, Commander Johnston says, the prevailing wind has been southerly, making the movement of the Gulf stream more rapid and driving the cold water line along parallel 42.30, which is still one degree farther south than usual at this date.

Portland Fishing News.

The long looked for herring sardine has shown up in Casco Bay, over 20 bushels having been brought up on Monday from the Broad Cove traps of Walter Grover, Falmouth Foreside. The fish were landed at the sardine factory of the E. W. Brown Co., South Portland, where operations have been commenced in a small way. Further supplies were expected there Tuesday night, and it is believed the rush of fish will be such shortly that the factory will soon be running to its full capacity, giving employment to a large number of people. No improvement in the sardine situation at Eastport is reported, the catch being still very disappointing, and not over one-half the factories have started up.

Another catch of herring has been reported at Portland, the J. W. Trefethen Co. receiving about 60 barrels Tuesday afternoon. This makes the third catch reported so far this year. There was only one schooner in Tuesday, the Topsail Girl coming in with about 25,000 pounds of mixed fish.

One of the smartest fishing boats seen at Portland for some time is the sch. Helen E. Murley, which came up from Friendship, where it has just been launched from the yard of Wilbur A. Morse, who has designed many of the finest fishing vessels now afloat. The new schooner measures 43 feet in length, 14.3 feet beam and about 18 tons gross. It was built for Sylvanus Maker of New Bedford, and will be employed in the general fishery business under the command of Capt. Patrick O'Brien, formerly of the Boston fishing schooner Natalie.

Good Eating Just the Same.

Everywhere along the Maine coast the herring are showing up and the sardine factories are beginning operations. Really it is something of a misnomer to call them sardine factories for in all the great establishments along the Maine coasts there has never been one "sardine" as it is known technically, says the Portland Express & Advertiser. This little fish, in fact, has never made a transatlantic passage. If our factories attempted to send their wares to Europe and sell them as sardines they would be sure to get into trouble with the authorities there, because it has been decided by law that nothing but a pilchard is a sardine. That shuts out our shiny herring, although it was over the marketing of the Norwegian fish that the legal standing of the sardine arose.

For over 90 years the industry of packing immature pilchards in oil has been practiced at France, and during the last 40 years a similar industry has been carried on at Cornwall, England. The sardine is also the name applied to the pilchard which is similarly packed in Spain and Portugal. The sardine is the French name for pilchard and it has never been called anything but that in the foreign packing trade. At that, Eastport sardines and locally packed sardines are just about as nice eating as one could ask for even if they are not sardines at all, but herring.

Halibut Sale.

The halibut fare of sch. Commonwealth sold to the American Halibut Company for 11 cents for white and 8 cents for gray.

IS T WHARF FIT FOR FISH PLANT?

"Whatever use is to claim T wharf it should be said that if the fish business is to be resumed on its plank, which is a dubious matter, it should be only after a drastic renovation. While the fish industry was planning and building a new wharf with a new sanitary standard, it was only fair to excuse some of the unavoidable offences of the old, particularly as the firms, were, in general, doing their best under overwhelming odds. That certain items of their sanitary program at the old stand would have given the dinner table a qualm if vividly narrated is a matter which we can now afford to raise, the more so since the fish firms themselves were the first to admit and to deplore the awkward limitations under which they were obliged to conduct their business. That chapter is closed, and a new pier with cement floors, sea drains and salt water flushing hydrants has written finis under it.

"But the proposal to reopen T wharf for the fish business reopens the discussion on another plane. The apprehension of the South Boston establishment lest its retreat shall be cut off from the rear by firms stepping into the premises which it has vacated is negligible for the purpose of the present consideration. The question is—and it is one raised by executive and health authorities—whether wharf is any longer a suitable site for such staple food industry as the fish business at all. It may be doubted whether the old wharf could profitably be renovated and rebuilt for tenancy by fish firms to the degree of sanitary fitness rightly now to be required of that industry. Those who have seen Atlantic avenue in the vicinage of T wharf on a noon of flood tide under east wind and beheld the spirited rat-hunt which enlivens the neighborhood must have felt an suppressed shudder at the notion of food industry inhabiting such quarters.

The world moves, and so does the fish business. It has moved, for the most part, into eminently sanitary surroundings, and having moved ahead, it is poor economy to move backwards. To deny the use of wharf to the fish industry should, we think, involve any harshship; the property is enormously valuable to both the public and the private sector, and so strategically located that it lends itself to a variety of uses. Indeed, this very fact makes its future of interest and importance to the whole community quite as much as this or that industry which may elect to tenant it. So considered, it were well for the health authorities to scrutinize the wharf with some care before recommending a use for it; it were still better to question whether its resumed use as a fish pier is permissible at all."